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5. On 28 June, the third turbine of the railroad power station at Muldenstein was put into operation. On 29 June, the fourth turbine was subjected to a full load test. The power station has furnished electric current to the public mains since 31 July. The Halle - Koethen railroad line was scheduled to be ready for electric operations by 1 September 1955. In late June, 85% of the overhead lines were installed on the Halle - Koethen railroad line. Between Koethen and Schoenebeck, about 20 % of the overhead lines required were completed. 5

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6. On 28 July, 15 RRY-type flatcars were observed at Apolda. [redacted] these cars were being kept available for tank shipments. Fifteen RRY flatcars each were also kept ready for tank shipments at Erfurt-North and Eisenach. The cars at Erfurt were said to be available for tank shipments in the Nordhausen-Ellrich area, those at Eisenach for tank shipments in the Liechtersaadt-Saettelstaedt area. 6

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7. The following information on the hauling performance and fuel consumption by steam locomotives in June 1955 was excerpted from the "Wirtschaftsuebersicht fuer Dampflokomotiven" of the Ministry of Traffic:

- a. hauling performance:
21484 km run
11363 million ton/km handled 7
- b. Fuel consumption:
hard coal : 227,173 tons
brown coal briquettes: 211,752 tons
raw brown coal : 102,172 tons
hard coal slurry : 6,956 tons
brown coal dust : 17,389 tons

Total coal consumption expressed in briquette units: 617,727 tons. 8

8. On 23 July, rail employees had to sign a statement that they would not expect to enter West Berlin and that any violation of this order would be prosecuted. 9

9. Between 1 and 6 August 1955, it was learned that the eight RBDs at present in existence were to be dissolved, while the RBAs were to be converted into "Betriebsdirektionen" (operational district headquarters). The measure was apparently planned for reasons of administrative expediency and economy. 10

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1. [redacted] Comment. In May 1955, a total of 106,555 tons of [redacted] and iron ore were delivered by the USSR to the Foundry Combine East via Frankfurt/Oder. [redacted]

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2. [redacted] Comment. All the Bws mentioned belong to RBD Berlin.

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3. [redacted] Comment. By July 1955, of the 72 former German column locomotives which in July 1954 had been rented [redacted] to Poland, 42 units were returned to Germany. [redacted]

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4. [redacted] Comment. This information refers to an exchange of German and Polish locomotives, most of them heavily damaged, which had been parked since the end of the war in Poland and East Germany respectively. [redacted]

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5. [redacted] Comment. Information on a partial reopening of the Muldensteip railroad power station was transmitted previously. [redacted] The first test run on the re-electrified Halle-Koethen railroad line was made on 27 July 1955. Scheduled electric operation will not be resumed on the line before October 1955.

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6. Comment. These flatcars are used for the so-called tank shuttle trains which are being kept ready for employment by the Russians at various East German railroad stations. 25X1
7. Comment. The hauls of steam locomotives were slightly lower than in May 1955. 25X1
8. Comment. The coal consumption quota fixed for the month of June was 573,910 tons. Compared with the month of May, coal consumption dropped by 20,000 tons. 25X1
9. Comment. The bulk of the GDR railroad personnel has been forbidden to travel to West Germany and even West Berlin. 25X1
10. Comment. This information was received for the first time. 25X1

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